



NOTES:

1. For steel barrier to box girder connection details, see "Typical Girder Details" sheets.
2. Inlets and flume plates exist on south barrier of each deck only.
3. For locations and details of drainage features, see "Deck Drainage Details" sheets. Slot cover over Diverter plate where shown on "Deck Drainage Details No. 1" sheet.
4. For conduit penetration thru deck and beveled plate detail, see "Utility Details" sheets.
5. For utilities inside barrier, pipe supports and other attachments to barrier, see "Road Plans".
6. The contractor shall provide cutouts for conduit penetrations as required. Conduit penetrations shall be arranged so as to allow removal of cover plate.
7. Barrier length and diaphragm spacing vary west of PP 9 and from PP 118 to Hinge A. See Detail D on "Girder at Pier W2 No. 3" sheet and "Girder Framing Plan No. 4" sheet. Bolt spacings may be varied within the requirements of "Bolt Dimension Table" on "Typical Girder Details No. 1" sheet.
8. For receptacle mounting see "Utility Details No. 2". For locations see "Road Plans".
9. For conduit and box support details, and for call box penetrations and locations, see "Road Plans".
10. Between PP 120+350 and PP 120+1250, the Contractor shall provide shim plates under the barrier base plates and under the barrier connections as required to fill the gap caused by the OBG kink. The 68 Dia drainage cut-out in the barrier diaphragm shall not be blocked, and the caulk shall be thickened under the barrier along the curb lines between these panel points.

11. Bolt holes shall be standard size in the deck PL and oversize in the barrier.
12. All bolts between the barrier and the deck shall be tensioned prior to load transfer.
13. For Section B-B and Details not shown for Lines W2/E5, see "Barrier Details No. 2".

14. Drainage PL 25x319x698 not required. Fill all drilled holes with M22 HS bolts.

15. Following installation of all HS bolts all anchor rods for barrier segment shall be installed snug tight. They shall then be tightened by an additional one-half turn of the nut.

**SAN FRANCISCO OAKLAND BAY BRIDGE
EAST SPAN SEISMIC SAFETY PROJECT
SELF-ANCHORED SUSPENSION BRIDGE
(SUPERSTRUCTURE & TOWER)
BARRIER DETAILS NO.2B**

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